

OUR JOURNAL DEPARTMENT
HAYING been REPLEN-
ished with a large as-
sessment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail.

Established February 1845.

HONGKONG, WEDNESDAY, JUNE 2, 1897.

日三初月五年丁

Price, \$2.50 PER MONTH.

GOLD MEDALS, PARIS 1875, 1889

JOSEPH
GILLOTTS
PENS.

Of Highest Quality, and Having Greatest
Durability and Therefore
GREATEST
UTILITY.

The only Award, Chicago, 1893.
NAMES FOR CREDIT BANKERS.
Sole Agents, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
In Fine, Medium, and Small Sizes.
The New Turn-out Point, 1092.

No. 10,692.

號二月六年七十九百八千一英

Business Notices.

BUSINESS NOTICES.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL-PRAYA.

SOLE EASTERN AGENTS FOR:



ALUMINUM & GENERAL FOR: DRY STN. LTD., NEW WIRE WOVEN ROOFING CO.
SNOWDON SON'S & CO., 'S. WOLFE', GERTEL'S STEAM TRAP.
BERGER & SON'S LTD., PAINTS & VARNISH, TURKISH BROS. & MATTHEWS' STEEL GOODS.
W. WILSON & CO., (SADDLERY AND SCANDINAVIAN BELTING).

Bell's Packings and Jointings are used by the British, French,
Russian, Italian, Swedish and Spanish Navies, also by
Principal English, Colonial and South American
Railway Companies.

W. JACKSON, Manager.

SEASONABLE DELICACIES.

BROOK TROUT, MACKEREL IN TOMATOES, DEVILLED CRABS, CURRIED
RABBITS, FOWL, MUTTON, CHICKEN, &c.—PATE A LA Diable
SAVOURY PATES—PILCHARDS IN OIL, PRESERVED LAX, ROAST GROUSE,
ROAST TURKEY, TUNNY FISH, SPICED SARDINES, SARDINE PASTE,
FILLETED HERRINGS, &c., &c.
GROSSE AND BLACKWELL'S LUNCH PATTIES.
COMB HONEY IN 1 lb AND 4 lb GLASS JARS.
AMERICAN COCOA-NUT TAFFY CAKES.

BATH-OLIVER BISCUITS.
HOVIS FOOD BISCUITS.
TENNIS, GOLF AND DIGESTIVE BISCUITS.
OATCAKES (THICK AND THIN).
WHEATEN AND ALBERT BISCUITS.
MACLAREN'S CANADIAN CHEESES,
SHALL AND LARGE JARS.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland and
devoted absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

CALIFORNIA WINES.

	1 doz. quarts.	2 doz. pints.	4 doz. pints.
CLARET	\$4.00	\$4.50	\$5.00
ZINFANDEL	4.50	5.00	5.50
RI-SLING	5.00	5.50	6.00
ROCK	5.50	6.00	6.50

These are Genuine GRAPE WINES, full bodied, with little acidity.
An allowance of Fifty Cents per Dozen is made for the empty & Fines when returned
to our Godown.

GANDE, PRIOR & Co.,

Wine and Spirit Merchants.

12, Queen's Road Central.

THE HONG KONG
MARKET
FOR
PRIME BEEF
& MUTTON
CORNED
BEEF AND
SAUSAGES
&c. &c.
&c. &c.

THE HONGKONG HOTEL.

REDUCED RATES FOR

CERTAIN ROOMS.

Enquire at the

OFFICE.

HONGKONG HOTEL.

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named—

FOR STRAITS. CAPTAIN. DATE.

LONDON, &c., by the "Rohilla" F. CORLE, Noon, 3rd June.

JAPAN, &c., by the "Anson" W. D. MURIE, Noon, 4th June.

LONDON, &c., by the "Sunda" S. G. D. ARDEN, About 10th June.

STRAITS & B'WAY Hydrant, &c., by the "S. de B. LOCKER", About 11th June.

* See Special Advertisement.

+ Calling at Cebu, if sufficient inducement offered.

For Freight or Passage, and further Particulars, apply to

P. & O. N. Co.'s Office.

H. A. STEVEN, Superintendent.

Hongkong, June 2, 1897.

Business Notices.

Booming Ahead.

A LEAP INTO FAME!



WATKINS & Co.,

Sole Agents.

Green Island Cement Company
Limited.

MANUFACTURERS OF



DRAIN-PIPES

FIRECLAY

GREEN ISLAND, MACAO.

WORKS, DEEP WATER BAY, HONGKONG.

SHAW, TOMES & Co., GENERAL MANAGERS, HONGKONG.

W. POWELL & Co.

JUST LANDED.

ICE CREAM FREEZERS,

(NEWEST PATENTS).

1 QUART, 2 QUART, 3 QUART, 4 QUART, 6 QUART, 8 QUART, 10 QUART.

ICE SHAVERS, ICE CHIPS,

ICE CREAM POWDERS.

W. POWELL & Co.

Hongkong, May 28, 1897.

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Under Love's Rule, by Mrs. B. B. B. \$3.50

Every day Life in China, by Watte 2.00

The Opera, by S. B. B. 2.50

The Soul of Luthia, by Marie Correll 1.25

The Memories, by G. B. B. 1.25

Sun's Illustrated Postage Stamp

Album, entirely revised, perma-

ment Edition, \$10.00

Queen's Regulations and Admiralty

Instructions, 3.25

Queen's Road, Under Hongkong Hotel. 1097

THE GREEN ISLAND CEMENT CO.

LIMITED.

NOTICE is hereby given that an EX-

TRAORDINARY GENERAL

MEETING of the Green Island Cement

Co., Limited, will be held at the Company's

Office, No. 9, Praya Central, Hongkong,

on SATURDAY, the 5th day of June,

1897, at Noon, when the subjoined Resolu-

tions will be proposed.

Should the Resolutions be duly passed

they will be submitted for confirmation to

special resolutions to a second Extraordi-

nary General Meeting which will be sub-

sequently convened.

THE RESOLUTIONS.

(1)—That the Capital of the Company

be increased to the sum of \$500,000

by the issue of New Shares of the value of

Thirty Thousand New Shares of Ten

Dollars each, such Prices of Ten

Dollars each and also such premium of

Ten Dollars each to be payable in such

amounts, at such times and on such

conditions as the General Meeting

shall from time to time determine.

(2)—That Twenty Thousand of such New

Shares be offered to the persons who

on the 1st day of July, 1897, shall be

the Registered Shareholders of the old

or existing Shares in the proportion of

one New Share for every old or existing

Share and such offer shall be made by

a notice specifying the number of New

Shares which each such Registered

Shareholder shall be entitled to take

up and limiting a time within which

the offer if not accepted shall be

deemed to be not accepted, and all

non-accepted Shares shall be disposed

of for the benefit of the Company on

such conditions as the General Man-

agers shall determine.

(3)—That the sum of Ten Thousand

New Shares be allotted to the General

Managers, who have guaranteed to

apply for and accept that number.

SHAW, TOMES & Co.,

General Managers.

Hongkong, May 28, 1897.

FOR SALE—CASKS.

HOGSHEADS AND BARRELS.

White naming prices offered.

CHAS. T. NEW.

Hongkong, May 31, 1897.

NOTICE OF REMOVAL.

MR. MOORE has removed his

Office to 35, Queen's Road Central, opposite his late

premises and above Atch's Furniture

Store.

CHAD. T. NEW.

Hongkong, May 31, 1897.

KELLY & WALSH, LTD.

NEW BOOKS.

The LIFE OF NELSON, the Esteem-

ment of the Sea Power of Great

Britain, by Captain A. T.

MAHAN, 2 Vols. Illustrated, \$20.00

Kyrie's Law Relating to the Attorney

and Solicitor-General of England

W. R. Famine, and Our Food Supply,

by R. B. Marston, Illustrated, 1.25

Biographies of Eminent Persons, Re-

printed from the Times, Vol. VI.

Light, Thrown on a Hitherto Emphatic

by an Oriental Widow, 1.25

Reed's Polyglot Guide to Marine Bo-

ards, 4.50

Deutsch-Englisch, 5.50

Little's Love—A Story of the Land of

Heaven, by R. B. Crockett, 1.25

A Garland of the Oaks, by R.

Levit, 1.25

The Marston's, by O. B. 1.25

The Statesman's Year Book, 1897, 5.50

Who's Who in London, 1897, 2.50

Our Countrymen, 1897, 1897, 0.75

KELLY & WALSH, LIMITED.

Hongkong, May 28, 1897.

"NB"
Norman Brown
WHISKY.
Ten Years Old

922 Sold by LANE, CRAWFORD & Co., G. GIRALTY, at THOMAS'S GRILL ROOM, and all Retail Stores.

A. S. WATSON & Co., LIMITED.

THE FINAL DIVIDEND for the Year
1896, at the Rate of FIFTY CENTS
per SHARE (or FIVE Per Cent. on the
Capital of the Company, making TEN Per
Cent. for the Year) is PAYABLE at the
HONGKONG & SHANGHAI BANK, Hongkong,
on and after 15th June, 1897, on
WARRANTS to be obtained from the
Undersecretary. LOCAL SHAREHOLDERS are
requested to apply to the Company's Office
for their WARRANTS.

The DIVIDEND is also Payable at the
HONGKONG & SHANGHAI BANK, Shanghai,
on presentation of Warrants there, on and
after the same Date.

A. H. MANCILL,
Secretary.

Hongkong, May 26, 1897. 1068

CUSTOMS NOTIFICATION.

NOTICE is hereby given that FRIDAY

Next, the 4th Instant, (5th Moon,

5th Day) being the

CHINESE MIDSUMMER FESTIVAL,

will be observed as a HOLIDAY at the

Kowloon Customs Office, QUEEN EX-

AMINATION OFFICE and STATION.

An Examination of Cargo and Clearances

of Junks will be suspended on that Date.

H. M. HILLIER,
Commissioner of Customs,
for Kowloon and District.

CUSTOM HOUSE,
Kowloon, 31st May, 1897. 1107

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of

1875, the Undermentioned BANKS

will be CLOSED for the Transaction of

Public Business, on WEDNESDAY,

the 7th Instant.

For the 'Chartered Bank of India, Aus-

tralia and China,

T. H. WHITEHEAD,
Manager, Hongkong.

For the 'Hongkong and Shanghai Bank-

ing Corporation,'

T. JACKSON,
Chief Manager.

For 'The National Bank of China, Limited,'

GEO. MUNRO,
for Chief Manager.

For 'The Mercantile Bank of India,

Limited,'

JOHN THURBURN,
Manager, Hongkong.

For the 'Banque de l'Indo-Chine, Hong-

kong Agency,'

F. AUGUSTIN,
Manager.

For the 'Bank of China and Japan, Ltd.,

Hongkong,

CHANTREY INCHBALD,
Manager.

For the 'Yokohama Specie Bank, Ltd.,

NAO. NABEKURA,
Agent.

Hongkong, June 1, 1897. 1111

NOTICE.

FOR SALE.

WOODS' CELEBRATED VIC-

TORIAN BUTTER ('COW

BRAND')

in 1 lb., 2 lb., 5 lb., and 10 lb. Tins,

in QUANTITIES OF NOT LESS THAN

ONE CASK.

Smaller Quantities may be obtained at

the TY-SING, KWAN-TAI, KAM-HING,

LOONG and all the principal Ship's Com-

pradores, Market, and Provision Shops.

GEO. P. LAMBERT,
Sole Agent for Hongkong,
the Coast of China and the Philippines.

Hongkong, June 1, 1897. 1116

OCEAN MARINE INSURANCE COM-

PANY, LIMITED.

HAVING been appointed AGENTS

for the above Company, we are

prepared to accept MINE RISKS at

Current Rates.

DODWELL, CARLILL & Co.,

Agents.

Hongkong, May 6, 1897. 929

Kinghorn & Macdonald,

Consulting and Surveying

Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL

LOCAL AND GENERAL

LOCAL AND GENERAL.

CAMBERS PASSED SUEZ CANAL.
(SUIVED THROUGH REUTER.)
CAPTAIN BOUND—*Margyia Baquhem*,
Capitana Maria, April 27; *Al-*
capitana Maria, May 3; *Glen-*
arry, 7; *Onesta*, *Imadric*, *S-*
Donald, 12; *Benadara*, *Can-*
tonian, *Della*, 13; *Achilles*, *Glen-*
ary, *Fortina*, 18; *Melbourne*, *Salati-*
er, 25; *Japan*, *Malacca*, *Bine Urro*, *Len-*
cania, 28; *Chingco*, *Maria Valeri-*
us, June 1.

MEWARD BOUND—*Ceylon*, *Macdis-*
qualiveter, May 7; *Dardania*, 18;
Greenochire, *Glaucus*, 25; *Covrie*, 28;
Candia, *June*, 1.

VESSELS PASSED ANJER.
UPWARD:—May 11.—German ship *Elodie*.

British ship *Bidston Hill* for Hongkong

from New York Feb. 18. May 13.
Italian barque *Pietro Accame* for Sam.

MEWARD :—May 12.—British ship Fo

May 13.—Ned. barquo Amsterdam f

Amsterdam, from Batavia May 12; Italian
Marque Speme for New York, from Sing
apore April 18. May 15. N. Am.

March 18. May 10.—Norwegian
barque *Yldeur* for Cadiz, f.o., from
Bangkok. May 16.—British ship, *Jah*

McLeod for Delaware Bay, f.o., from
Moile April 30.

Mails.

B M. M. Co.'s S.S. Oceanien, with the
FRENCH MAIL of 7th May, left Singapore

pers to-day, the 1st June, at 2 p.m.
and may be expected here on or about

Tuesday, the 8th June. This Pack brings replies to letters despatched

from Hongkong on the 31st March.
The P. M. Co.'s s. s. *China*, with mail
for the 1st May.

via Yokohama, Kobe, Inland Sea, Nagasaki and Shanghai on the 20

May.

AMERICAN MAIL of the 11th May, will
leave Yokohama on Sunday, the 31st

May, and may be expected here on about Sunday, the 6th June.

Steamers Expected.

The Austrian Lloyd's s. s. *Poseidon* 1
Kobe for this port on the morning

the N. Y. K. Co.'s str. *Hiroshima Maru*

left Moji on the 1st. June for the port, and will arrive here on the 4th.

June.
The N. P. S. Co.'s s. s. Pelican
Tacoma for Japan on the 18th. May

he E. & A. S. S. Co.'s str. Menmu
from Sydney &c. left Port Darwin

the N. P. Co.'s s. s. *Olympia* left Taco

on the 21st May.
The E. & A. Co.'s s. s. *Guthrie*, for

Sydney, &c., left Port Darwin
29th May, for this port.

Latest Advices.

the C. P. R. Co.'s *Empress of India*, sailing
from Vancouver for Yokohama

the afternoon of Monday, the
May.

George O'Brien is accompanied

FRENCH CASES OF PLAGUE ARE STILL OCCURRING IN FORMOSA.

The Club Hotel, Limited, Yokohama, pays a dividend of 7 per cent for the year, and carries over a substantial balance to the new account.

A Masonic Ball was held at Government House, Singapore, on the 24th May. During supper, H. E. Sir Charles Mitchell, District Grand Master and Governor, in a short speech, proposed the toast of Her Majesty the Queen and the Craft.

A Canton correspondent informs us that there still appears to be some doubt as to the date of the opening of the West River, but there does not seem to be any doubt about it here, as Messrs Butterfield and Swire advertise that the *Winglong* will be despatched to-morrow at 4 p.m. for the West River Ports.

The *Kobe Chronicle* learns that the approximate distribution of the British squadron in Eastern waters on June 2nd will be as follows:—Chiefs and Nagasaki, *Centurion*, *Albatross*, *Redoubt*, *Handy*, and *Immaculate*; Yokohama, *Grafton*, and *Hart*; Kobe, *Narcissus*; Shanghai, *Dolphin*; Hankow, *Albatross* and *Redoubt*; Amoy, *Flower*; Hongkong, *Victor Emmanuel*, *Undaunted*, *Hammer*, *Rattler*, and *Phoenix*; Singapore, Penang and Selangor, *Pique*, *Thetis*, and *Penguin*.

We learn with regret that the Rev. J. Grundy, who, at the end of last year, left Hongkong for furlough in England, does not expect to return to China. Mr. Grundy, who came to the Far East in 1873 as an agent of the Church Missionary Society, resided for a time in Hongkong. Subsequently, he removed to Canton, from which centre there exist greater facilities for communicating with inland stations in various parts of Kwangtung. These country stations of the C.M.S. under Mr. Grundy's charge being scattered over a wide area, most of his time was spent in that form of Mission service known as Itinerancy. In the discharge of his duties at these distant outposts, Mr. Grundy acquired a wide experience of Chinese country life.

Cassell's monthly publications are well-known for the excellence of their get-up and the variety of subjects dealt with. Year by year the general character of the publications have improved. The taste of the reader has been consulted, and the improvements carried out accordingly. *Little Folks* is a magazine for children full of healthy, simple stories and illustrations which serve both to educate and amuse. Within the last year a marked improvement has been effected on this magazine. It has been considerably enlarged, and its pages have been enlivened by the introduction of colour printing. The frontispiece of *Little Folks* for May is a coloured lithograph of two panels of King Charles breed, after the picture by Sir Edwin Landseer, R.A., in the National Gallery. The coloured pictures representing 'Leaves from Master Charles's Sketch-Book' are both clever and amusing. Some of the illustrations are excellent reproductions of photographs, and the pictures illustrating 'A Day's Fishing' are very useful. This is a wonderful production at the price. D. L. Woolner, Editorial Secretary of the Zenana Missionary Society, writes in the *Quiver*, for May, 'Child Wives and Child Widows of India.' There is the usual collection of high-class Sunday reading. Arrangements have been made with the National Art Society for the presentation to the readers of *Cassell's Magazine*, for last month, holding a coupon, to one copy of a number of beautiful engravings of pictures by eminent artists.

At the Magistrate's this morning, Mr. J. Hastings, solicitor, appeared on behalf of the Opium Farmer in an application for the reconsideration by Mr. H. E. Wodehouse, Police Magistrate, of a case in which his Worship on Monday discharged a woman on a charge of having illicit opium in her possession. Mr. Hastings explained that a search warrant was granted by his Worship on 24th May for a police officer and some excise officers to search a certain house, No. 11 Gough Street. The woman in the house produced the key of a box and when that box was opened before the police constable and the excise officers there was found in it a tin box containing five tins of opium and some smoking instruments; this turned out to be illicit opium. His Worship forfeited the opium and discharged the defendant. Mr. Hastings submitted that there was ample evidence of possession of this illicit opium by the woman, and he therefore thought the defendant ought to be convicted. He applied to his Worship under Section 97 of the Magistrate's Ordinance, 1890, to review his decision. He was instructed to apply for leave to appeal because it would be a serious matter for the Opium Farmer if these cases were not convicted; it would have a prejudicial effect upon his business. But before asking his Worship for leave to appeal he made the application for a review or rehearing of his case in his Worship might think that Mr. Wodehouse thought it was quite clear with the definition of 'possession' before him that there ought to have been a conviction in the case. He should, therefore, reconsider his decision, and the defendant would be called up to-morrow at 10.30 for conviction.

New Piano and Organ Repairing, Altering and Machinery in and out of the house.

THE SANITARY BOARD MEETS TO-MORROW AT 4.15 P.M. THE BUSINESS IS PURELY FORMAL.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
J. Black £8 10

The Interport Regatta was held at Kobe on the 22nd May. Honours were easy, Yokohama and Kobe each winning two events—Yokohama, the Double Sculls and the Single Sculls; Kobe, the Interport Fours and Interport Pairs. Shepherd stroked the winning Kobe crew.

We observe from telegrams to Australian papers that Mr. John Bramston, who occupied various Ministerial and Parliamentary positions in Queensland in the early years of the colony, and has since 1876 been Assistant Under Secretary of State in the Colonial Office, has been created a Knight Commander of the Order of St. Michael and St. George. Mr. Bramston, after leaving Queensland and prior to his appointment in the Colonial Office, was Attorney-General of Hongkong.

The Canadian Pacific Railway Co. have issued an excellent printed map of London. The map, which is printed in colours, gives a bird's-eye view of the whole of London, the principal buildings being clearly indicated, and enables anyone to mark the route of the Record Reign procession. The map is a very correct representation of the central districts of the great conglomeration called London, and armed with one such map no stranger would have any necessity to ask a Policeman for assistance.

A MEETING of the subscribers to the Hongkong Volunteer Corps Dance was held at Headquarters yesterday afternoon to pass the accounts and decide as to the disposal of the balance in hand. Major Sir John Carrington presided. The surplus from the dance fund amounts to £133. It was decided to set apart a certain sum towards the expenses of the promenade concert on Saturday, and also to devote a sum to the purchase of tennis nets, etc., for the use of the members of the Corps at Headquarters. A Recreation Committee will shortly be appointed at a general meeting of the Corps.

This following is a translation of a portion of a Concert critique in a German newspaper:—

But as the best of all performances we must mention the execution of Chopin's Ballad in A minor by a pupil of the concert class, Miss Mildred Coughtrie, whose playing already at last year's Concert demanded an exceptional degree of attention. Her yesterday's performance shows that she has since considerably improved. Even if we had expected considerably more than the execution by a pupil, she would have left nothing to be desired. Her soft beautiful touch was especially apt to shew the delicate parts of the piece executed to their full advantage. Technically, she was fully up to all the difficulties, and coupled with sensitive expression and artistic knowledge she stamped her performance with the character of thorough understanding. A special feat, in the words of the senns, was the final number of the Concert, Mozart's Concerto in F played on three pianos by Miss Coughtrie, Miss Rudolf and Miss Gerland, accompanied by the Orchestra.

This E. and A. Co.'s steamer *Memmut*, which arrived yesterday from Australia, brought news of the accidental death of the ship's surgeon, Dr. Edward Percival France. During the *Memmut*'s stay at Port Darwin on May 20, the doctor and several other gentlemen on returning to the vessel shortly after eleven o'clock found the gang plank leading from the wharf to the steamer almost perpendicular. Dr. France started to walk up the plank, but had only gone a few steps when he turned round and endeavoured to make his way on shore. His foot slipped and he fell over into the water, striking the iron girders of the wharf as he fell. He was at once picked up and found to be unconscious. He never recovered and succumbed to his injuries shortly after midnight. Next day the funeral took place, the coffin being followed to the grave by the officers and passengers of the ship. Dr. France was at one time Government Medical Officer at Sarawak, North Borneo, and was his first trip in the *Memmut*. He was thirty-two years of age, unmarried, and was a native of Bradford, Yorkshire. A subscription list was opened on the *Memmut* for a memorial stone to mark his grave at Port Darwin.

Pixar's Music boxes, Violins (fine models), Mandolines, and Strings of all kinds. W. Robinson & Co.

The ship T. F. Oakes, whose long passage and the sufferings of whose crew created such a sensation in New York recently, has been renamed the *New York* and left the port after which she is named for Shanghai on the 19th May.

Japanese of English origin are threatened with competition from Russia. From a remarkable contemporary we learn that a Mr. M. M. Coulson, a china manufacturer of Moscow, has written to the 'Foreign Office' through the Japanese Consulate at Odessa, requesting to be allowed to open up a business connection in the line with Japanese merchants in a large way of business. The communication has been referred to merchants interested, and is expected that while the Russian materials are not inferior to the English it is somewhat cheaper.

QUARANTINE AT SHANGHAI.

The following letter reaches us as we go to press:—

To the Editor of the 'China Mail,'
Hongkong, 2nd June, 1897.
Dear Sir,—The following telegram, received to-day from H. B. M.'s Consul-General at Shanghai, has just been transmitted to this Chamber by the Colonial Secretary:—'Shanghai, 2nd June.—Formosan ports, Amoy, Macao declared infected. Sanitary regulations 1896 in force.'—Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.

REUTERS TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']
LONDON, 31st May, 1897.
Derak is scratched for the Derby.

GREECE AND TURKEY.

The Greeks are organising the defence of Thermopylae.

It is reported at Athens that the Turks have again violated the neutral zone, and the Greeks fear that an unexpected stroke is meditated.

CETE.

The Cretans continue aggressive, and the Bashi-bazouks have massacred fifteen Christians near Candia.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 2nd at 11.20 a. Two areas of low pressure exist, one over Central China moving towards the E. coast, the other in the N. E. part of the Sea of Japan. Pressure is normal in the South. Gradients moderate. Forecast:—fresh S. W. winds, squally, showery.

HER MAJESTY'S RECORD REIGN.

For the Celebration of the Sixtieth Anniversary of the Reign of Her Most Gracious Majesty Queen Victoria, the Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions, viz:—
Already acknowledged £45,061.42
Eastern Extension Telegraph 500.
Co. 200.
Mercantile Bank of India Ltd. 100.
European Staff, Eastern Extension Telegraph Co. 100.
C. Evans 50.
Dr Paulun 50.
Marcus W. Slade 25.
F. L. D. 25.
The Observatory Department 25.
F. B. L. Bowley 20.
Capt. Lovelock 20.
Total £47,138.42

CANTON NOTES.

(From a Correspondent.)
THE OPENING OF WACHAU.

In spite of all that has been said there is some doubt about the exact date when Wachau will be formally opened for trading purposes. As the day draws near the Leken Authorities are apparently inclined to hold their ground with increasing tenacity. In the first flush of the announcement, one or two enterprising Chinese owners of steam-launches succeeded in getting the right to make one or two journeys. After doing this successfully for the launches were crowded in the up and down journeys, the right was withdrawn without any assigned reason. But the reason is not far to seek, for the Leken authorities like to have their share in the passenger traffic, and this they can easily secure in their own launches which have been running regularly for many weeks.

The authorities, however, who are not directly benefited by trade, recognize the right of foreigners, or at least they do not put any serious difficulty in the way of granting permits. This morning a steam-launch left for Wachau towing one of the first passenger boats to that new port. I understand there was a large number of passengers.

EXECUTIONS IN CANTON.

We must be getting better in Canton or the law is being administered with greater leniency. Now and again there are terrible reminders that the old ferocity still exists. The other day a melancholy procession of fourteen men was seen on its way to the execution ground. They were all notorious robbers. One man who seemed to be the chief was well dressed and gave one the impression that he has fared well for many a day. Some friendly hand had supplied him with strong intoxicants, and under their influence he was being rushed along all unconscious of what was awaiting him. The importance of the seizure was seen in the more than usual number of troops which guarded the streets as these unhappy men were rushed along to their fate.

Investigations made by the Formosan authorities show that during last year 3,440 tons of coal, 8,947 yen in value, were exported from Taiwan and 3,402 tons (7,694 yen) from Keelung. Its destination was China. The quantity is small, but an optimistic contemporary regards it as an indication that something is to be done out of the coal deposits of the island, for the Formosans are already large consumers of the native coal.

Then German Lloyd's s.s. *Gera*, which passed through Colombo on the 18th May, had on board a party of 30 Greeks from Australia bound for Athens, where they were going to join the Greek Army, and with them was an English lady, Miss Head, daughter of a wealthy Sydney merchant, who is going to Athens to join the party of nurses there under Mrs. Chang. The lady is only 22 years of age. The next homeward-bound German boat was also to carry quite a large contingent of Greeks from the Co. of Greece, and it is expected that they will be met by the same party of nurses.

THE WORK OF THE HONGKONG POST OFFICE.

The Hon. A. M. Thomson, Postmaster-General, in his report for 1896, gives the following approximate statistics of correspondence during the year:—

These figures are arrived at from statistics taken during the first 28 days of October. Compared with 1895 there is a decrease in the amount of International Correspondence despatched of 47,430 ordinary letters and post-cards and 16,170 newspapers and other articles, but an increase of 9,820 in the number of registered articles. The international correspondence received shows an increase of 223,030 ordinary letters and 32,620 registered articles, while there is a decrease of 35,620 papers and other articles. Local Correspondence despatched shows a decrease of 10,820 ordinary letters and post-cards and 720 newspapers, etc., while there is an increase of 3,170 registered articles. The correspondence received shows an increase of:—
13,000 Ordinary Letters and Post-cards.
4,520 Newspapers, etc., and
2,480 Registered Articles.

The monthly sale of stamps at Hongkong during the year, as compared with 1895, shows an increased sale of \$10,916.58, the average monthly sale being slightly under \$13,000 as against a little over \$12,500 in 1895. 18,804 ordinary and 1,507 insured parcels were despatched during the year and 17,164 ordinary and 1,729 insured parcels received, large increases in both cases. There were 254 insured parcels despatched in India and 102 received as the result of an arrangement with that country, which took effect from 1st January. The outward Christmas and New Year Mails comprised, respectively, 623 and 796 parcels, and the inward Mails 401 and 389 parcels.

NOTES FROM THE NORTH.

Hongchow, May 25.
THE PILGRIM FARE.—Official investigation into the cause of the riot and attack on the Wong Tsang Temple revealed a strange and almost entirely Chinese origin of the disturbance. It seems that some Chinese performance, 'diao-chin joss', theatrical or otherwise;—anyhow involving native music and its noisy accompaniments, was being conducted by the clergy staff within closed doors. The harmony of the country-folk, and being unable to obtain admission, one or two of the more venturesome managed to clamber over the wall. They were summarily ejected and this so excited their indignation that they incited the disquieted crowd to the temple and there forced the doors, the fire set failed to catch, and the whole damage did not exceed five thousand taels in all. The local gentry and capitalists were gratified to find that there was no feeling of resentment against the introduction of foreign machinery as the cause of the trouble; as they themselves are heavily committed to investments in this direction.

THE RAILWAY.

Nothing further is heard of the Railway now-a-days, except that a Bill was introduced into the Chinese Parliament, and that at two dollars a day, as promised to give the bearer employment on the projected Railroad.

THE MINT.

The mint is being pushed through to completion and promises to fill the demand for subsidiary silver coinage which is very of cash and partly owing to the scarcity of cash and partly owing to its clearly convenience as against copper.

A SUGGESTED SANITARIUM.

The hill tops around the beautiful Sip6 Lake promise to become a suburb of Shanghai. The hill tops are low, and the land is fertile, and from most admirable localities for the residence and devotees of nature. A yacht or two on the lake itself would complete the charm of spring and autumn in this idyllic spot, which is a veritable bower of Pan and his satyrs, and which, when once the land is cleared, will be a most desirable, ivy-clad temple or tomb.—*Mercury*.

The time-expired men of the German squadron at Kobe for home on the 22nd May in the transport *Odenburg* which brought out the relief. About 1,600 men are returning.

Two gunpowder explosions have been reported from government arsenals during the last fortnight or so. One was the explosion of fulminate in the West Arsenal, in which one man was horribly mangled and died a few minutes afterwards, while five others were more or less injured. The other explosion was at the Powder Works outside Ningking, the quantity is small, but an optimistic contemporary regards it as an indication that something is to be done out of the coal deposits of the island, for the Formosans are already large consumers of the native coal.

Then German Lloyd's s.s. *Gera*, which passed through Colombo on the 18th May, had on board a party of 30 Greeks from Australia bound for Athens, where they were going to join the Greek Army, and with them was an English lady, Miss Head, daughter of a wealthy Sydney merchant, who is going to Athens to join the party of nurses there under Mrs. Chang. The lady is only 22 years of age. The next homeward-bound German boat was also to carry quite a large contingent of Greeks from the Co. of Greece, and it is expected that they will be met by the same party of nurses.

On March 24 the Japanese steamer *Yamaguchi* was captured by the British gunboat *Thetis* in the Pacific Ocean. The *Yamaguchi* was carrying a large quantity of opium, and the British gunboat captured it and brought it to Hongkong.

The year has been marked in the second half by a shortness in the Southern rice crop; an import of 573,770 tons was reported up to 30th June; the total for the year was 704,330 tons. This falling off, in addition to restoring the totals for our European constructed vessels, was also very clearly marked in the June trade, which in the last quarter of the year showed a decrease compared with 1895 of 1,948 vessels of 50,010 tons; a decrease in Danish ships of 1,000 tons; a decrease in German ships of 1,000 tons; a decrease in British ships of 1,000 tons; a decrease in Japanese ships of 1,000 tons; a decrease in American ships of 1,000 tons; a decrease in Chinese ships of 1,000 tons; a decrease in Indian ships of 1,000 tons; a decrease in Australian ships of 1,000 tons; a decrease in New Zealand ships of 1,000 tons; a decrease in South African ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of 1,000 tons; a decrease in Bolivian ships of 1,000 tons; a decrease in Paraguayan ships of 1,000 tons; a decrease in Uruguayan ships of 1,000 tons; a decrease in Brazilian ships of 1,000 tons; a decrease in Argentine ships of 1,000 tons; a decrease in Chilean ships of 1,000 tons; a decrease in Peruvian ships of

NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Peking*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 7th June, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 7th June, at 3 p.m.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th June will be subject to rent.
Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, May 31, 1897. 1103

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL STRAM NAVIGATION COMPANY'S STEAMER *ROSSETTA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and passed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, &c., exs. China, From Persian Gulf, exs. India, Pakistan and Nauri.
Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.
Goods not cleared by the 3rd June, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.
Hongkong, May 28, 1897. 1092

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Bilboa*, Captain F. v. RITZ, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before To-morrow.
Any Cargo impeding their discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 3 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co., Agents.
Hongkong, May 28, 1897. 1095

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Catharine* Avar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. of the 3rd June, will be landed at Consignees' risk and expense into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Wharfedale.
Consignment of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, June 1, 1897. 1117

JAPANESE FINE ART CURIOS.

KUHN & KOMOR,
21 & 23, Queen's Road, Hongkong;
35, Water Street, Yokohama; and
38, Division Street, Kobe.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstruction of the Lungs, or Coughs and those affected with disease of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. S. Watson & Co. Chemist.

Shipping.

Steamers.

NIPPON YUSEN KAISHA.
JAPAN BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Hiroshima Maru*, Capt. G. SHIMADZU, will be despatched as above on THURSDAY, the 3rd June, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, June 2, 1897. 1064

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOK LINE.
MONTHLY SERVICE.

FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

—RETURNING—
VIA GENSAN, FUSAN, KOBE, SHIMONOSEKI, NAGASAKI, KEELUNG, POOCHOH & AMOY.

The Co.'s Steamship *Nagato Maru*, Captain M. NISHIMURA, will be despatched as above on FRIDAY, the 4th June, at 4 p.m. This Steamer is specially fitted with Superior Passenger Accommodation ensuring every Comfort to Passengers, and a good opportunity is therefore offered to persons desirous of enjoying a Summer trip to the North.

Passengers are allowed to break their journey at any Point on route, and connections may be made at KOBE or JAPAN Ports, with the other Lines of the Company. Return Tickets issued.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, May 13, 1897. 978

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Idzumi Maru*, Captain J. M. CUNNINGHAM, will be despatched for the above Ports on FRIDAY, the 4th June, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, May 28, 1897. 1063

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, PORT SAID AND MARSEILLES.

The Co.'s Steamship *Kanagawa Maru*, Captain J. MACKENZIE, will be despatched as above on WEDNESDAY, the 3rd June, at 4 p.m.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout. A duly-qualified Doctor carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, May 15, 1897. 934

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Elmston*, Captain J. WARRALL, will be despatched as above on TUESDAY, the 16th June, at Noon.

To be followed by the s. s. *Hylon*.
For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, May 31, 1897. 1105

NAVIGAZIONE GENERALE ITALIANA
(FIORIO & RUSSATTO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY, Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN Ports, up to CALAIO. Taking Cargo at through rates to PERIAN GULF and BAGDAD; also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Biagio*, Captain MARCONI, will be despatched as above on TUESDAY, the 16th June, at Noon.

At Bombay the Steamers are discharging and loading in regard to Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, May 27, 1897. 1078

FOR NEW YORK.

The 100 A.T. British Ship *Clara*, Captain MACKENZIE, will be despatched as above on THURSDAY, the 10th June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, May 2, 1897. 111

Shipping.

Steamers.

RICKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

The Co.'s Steamship *Ellen Rickmers*, Captain STRENNER, will be despatched as above on THURSDAY, the 3rd June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, May 27, 1897. 1090

RICKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

The Co.'s Steamship *Ellen Rickmers*, Captain STRENNER, will be despatched as above on THURSDAY, the 3rd June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, May 27, 1897. 981

NORDDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

The Co.'s Steamship *Preussen*, Captain O. WERTIN, will be despatched as above on FRIDAY, the 4th June.

For further Particulars, apply to MELOCHES & Co., Agents.

Hongkong, May 27, 1897. 1084

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Co.'s Steamship *Albatross*, Captain ELLIS, will be despatched for the above Ports on FRIDAY, the 4th June.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly-qualified Surgeon is carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 28, 1897. 1079

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co.'s Steamship *Changriang*, Captain BULLER, will be despatched as above on TUESDAY, the 8th June, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, June 1, 1897. 1113

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRAORE, ADEN, MASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, PIUM & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC and SOUTH AFRICAN PORTS.)

The Co.'s Steamship *Posidon*, Captain R. MAYER, will be despatched as above on TUESDAY, the 8th June, at 4 p.m.

Cargo will not be received on board after 3 p.m. prior to date of sailing.
For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, May 31, 1897. 1102

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

The Co.'s Steamship *Matsumoto Maru*, Captain ADAMS, will be despatched as above on THURSDAY, the 10th June, at 4 p.m.

Consular Licenses of Goods for the United States should be in Quadruplicate, and one Copy must be mailed by the Steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, May 28, 1897. 1090

RICKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

The Co.'s Steamship *Ellen Rickmers*, Captain STRENNER, will be despatched as above on THURSDAY, the 10th June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, May 2, 1897. 1044

Shipping.

Steamers.

ORINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Whangpo*, Captain MOORE, will be despatched on THURSDAY, the 3rd June, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 1, 1897. 1075

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Ulysses*, Captain BROWN, will be despatched as above on MONDAY, the 9th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 27, 1897. 1076

'SHELL' LINE OF STEAMERS.

FOR MARSEILLES.

The Co.'s Steamship *Turbo*, Captain MOSES, will be despatched as above on THURSDAY, the 10th June.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, June 1, 1897. 1112

'GEN' LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship *Benledi*, Captain FANQUHAR, will be despatched as above on or about 10th June, will have quick despatch as above.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 21, 1897. 1090

Mails.

STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for EATA, VIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *ROHILLA*, Captain F. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 3rd June, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *INDIA*, leaving that Port on the 26th June, for LONDON direct.)

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, June 2, 1897. 1032

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 3rd June, the Company's Steamship *SYDNEY*, Captain ADAMS, with MAILS, PASSENGERS, SEWAGE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without Transhipment.

Cargo and Parcels will be registered for London as well as for Marseilles, and so on, in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Parcels and Parcels until 3 p.m. on the 3rd June. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. S. CHAMPEAUX, Agent.

Hongkong, June 1, 1897. 1108

NO KOWLOON RESIDENTS.

H. RUTONJEE begs to inform the Residents of Kowloon that he has opened a BRANCH STORE, at No. 19 and 20, ELDER STREET, where he has in stock all the best Articles in Groceries and a careful Selection of Wines and Spirits, and can supply same at Lowest Rates.

The favour of your esteemed Patronage is earnestly solicited.

Hongkong, May 27, 1897. 1070

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Kobe, Yokohama & Honolulu)..... TUESDAY, June 8, at noon.

China (via Shanghai, Kobe, Yokohama & Honolulu)..... SATURDAY, June 26, at noon.

Peru (via Shanghai, Kobe, Yokohama & Honolulu)..... THURSDAY, July 15, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th June, at Noon, sailing from Hongkong at 10 a.m. for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 4 p.m. same day; all Parcel Packages should be marked to address in full; values of same to be stated.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, May 20, 1897. 1028

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 29, 1897.
At 1020 Cash per Dollar Mexican.

Pork, Highest, Lowest, Cash, Chub.

Butcher Meat.

Butcher Meat.	Price.	Chinese Names.
Bacon, English, lb.	—	來路烟猪肉
" Ame. Sugar cured "	340	花旗烟猪肉
" Fookchow, "	220	福州烟猪肉
" Japan, cured "	240	日本烟猪肉
Beef sirloin & prime cut, catty	140	屠能切
" Corned, "	140	鹹牛肉
" Roast, "	130	燒牛肉
" Soup, "	100	牛肉
" Steak, "	120	牛肉
Bullock's Brains, per set	50	牛腦
" Tongue fresh, each	250	牛舌
" " corned, "	310	鹹牛舌
" Head, "	150	牛頭
" Heart, "	50	牛心
" Hump, Salt, catty	140	牛肩
" Feet, "	60	牛蹄
" Kidneys, "	60	牛腰
" Tail, "	100	牛尾
" Liver, catty	70	牛肝
" Tripe (undressed) catty	60	牛肚
Calves Head and Feet, set	500	牛仔頭脚
Hams, American, lb.	340	花旗火腿
" Chinese, "	—	金華火腿
" English, New, "	440	來路火腿
" Japan cured, "	220	日本火腿
" Shanghai, "	250	上海火腿
Mutton Chop, "	180	羊排
" Leg, "	160	羊腿
" Shoulder, "	120	羊肩
Pigs' Chittlings, catty	70	豬蹄
" Feet, "	110	豬蹄
" Fry, "	160	豬蹄
" Head, each	500	豬頭
" Heart, "	50	豬心
" Kidneys, pair	70	豬腰
" Liver, lb.	160	豬肝
Pork Chop, catty	180	豬排
" Corned, "	—	鹹猪肉
" Leg, "	190	豬腿
" Fat or Lard, "	150	豬油
Sheeps' Head and Feet, set	350	羊頭脚
" Heart, each	50	羊心
" Kidneys, "	70	羊腰
" Liver, lb.	160	羊肝
Sucking Pig, each	\$1.75 \$1.25	豬仔
Suet, Beef, lb.	110	生牛油
" Mutton, "	100	生羊油
Veal, catty	130	牛仔肉

Poultry.

Poultry.	Price.	Chinese Names.
Chicken, catty	200	雞仔
Capon, "	220	雞
Ducks, "	160	鴨
Dry, each	150	鴨
Eggs, Hen, doz.	120	雞蛋
" Duck, "	110	鴨蛋
Fowls, catty	200	雞
Geese, "	160	鴨
Hares, each	—	兔
Moat Deer, "	—	鹿
Partridges, "	—	野雞
Pigeons, "	190	白鴿
Pheasant, brace	—	山雞
Rice Birds, each	180	禾花雀
Quail, "	180	沙雞
Snipe, "	—	火雞
Turkeys, Cock, catty	450	火雞
" Hen, "	350	火雞
Teal, chick	—	水鴨
Wild Ducks, pair	—	上海水鴨

Fish.

Fish.	Price.	Chinese Names.
Barbel, catty	140	鯪魚
Bream, "	80	鯪魚
Bombay Duck, 100 pieces	250	鯪魚
C'ron Fresh Water Fish, catty	—	鯪魚
Carp, "	100	鯪魚
Codfish, "	—	鯪魚
Codfish, Salt, "	60	鯪魚
Crabs, "	180	蟹
Uttle Fish, "	80	沙魚
Dab, "	80	沙魚
Dace, "	90	沙魚
Dog Fish, "	—	海狗
Eels, Congor, "	—	淡水魚
" Fresh water, "	800	淡水魚
Eels, Yellow, "	180	黃魚
File Fish, "	—	鱸魚
Progs, "	180	鱸魚
Fresh Fish, "	80	鱸魚
Grouper, "	280	石斑
Gudgeon, "	80	白鰻
Gurnard, "	80	紅鰻
Herrings, "	100	紅鰻
" smoked, box	—	鹹魚
Halibut, catty	110	鱈魚
Labrus, "	120	鱈魚
Loach, "	140	鱈魚
Lochee, "	160	鱈魚
Macabul, "	—	鱈魚
Moat Fish, "	—	鱈魚
Mullet, "	120	鱈魚
Oysters, "	140	生蠔
Parrotfish, "	160	生蠔
Perch, "	190	生蠔

Pike, catty	Price.	Chinese Names.
Plaice, "	—	白鰻
Pomfret, White, "	200	白鰻
Pomfret, Black, "	130	白鰻
Prawns, "	200	白鰻
Ray, "	50	白鰻
Rock Fish, "	80	白鰻
Roach, "	—	白鰻
Salmon, (Canton), "	200	白鰻
Shark, "	50	白鰻
Salt Fish, "	100	白鰻
Skate, "	50	白鰻
Shrimps, "	140	白鰻
Soles, "	140	白鰻
Tench, "	—	白鰻
Turbot, "	120	白鰻
Turtles, small, fresh water, "	250	白鰻
Whiting, catty	70	白鰻
White Bait, "	90	白鰻

Fruits.

Fruits.	Price.	Chinese Names.
Apples, (California), catty	—	金山平菓
" (Tientsin), "	—	天津平菓
" (Japan), "	230	日本平菓
Bananas, fragrant, "	40	香蕉
" (brides), "	50	香蕉
Chestnuts, Chinese, "	100	山果
Carambola, "	100	楊桃
Cucumbers, each	60	花生
Ground Nuts, catty	90	花生
Grapes, "	170	葡萄
Lemons, China, "	200	檸檬
" Peel, "	—	檸檬
Lichees, dried, "	260	荔枝
" Fresh, "	70	荔枝
Limes, "	—	荔枝
Mango, (Sagou), each	30	芒果
" (Manila), "	70	芒果
Mangosteens, dozen	160	山竹
Oranges, Sweet, catty	140	新會橙
" Green, "	100	青桔
" Red, "	—	紅桔
Olives, "	—	本地橄欖
Pine-apples, each	100	沙梨
Pears, catty	100	天津雪梨
" (Tientsin), "	140	天津雪梨
Plum, Red, "	60	紅李
Pumpkin, each	130	佛手
" (Siam), catty	110	佛手
Peach, (Sweet), "	100	蜜桃
Raisins, Muscatel, "	—	玫瑰糖
" Pudding, "	—	玫瑰糖
Water Chestnuts, com.	40	馬蹄
" Mandarin, "	60	合桃
Walnuts, "	130	合桃

Vegetables, &c.

Vegetables, &c.	Price.	Chinese Names.
Artichokes, Shanghai, catty	80	上海了治竹
Beans, (French), "	80	佛手
" Long, "	50	豆
Best Root, each	30	紅菜
Brinjals, Green, catty	—	紅菜
" Red, "	20	紅菜
Brassica, "	30	白菜
Bamboo Shoots, "	90	芥菜
Cabbage, Chinese com.	40	花菜
Cabbage, Shanghai, each	50	金菜
Cauliflower, "	50	金菜
Carrots, catty	50	金菜
Celery, Chinese, "	80	金菜
" English, "	80	金菜
Chilies Dried, "	180	金菜
" Red, "	70	金菜
Curry Stuff, English, "	40	金菜
Cucumbers, "	20	金菜
Bitter Squash, "	50	金菜
Garlic, "	40	金菜
Ginger, young, "	50	金菜
Horse Radish, S'hai, "	120	金菜
Indian Corn, pieces	50	金菜
Lettuce, (English), each	10	金菜
Mushrooms, Fresh, catty	10	金菜
Onions, Bombay, "	60	金菜
" Green, "	80	金菜
" Shanghai, "	—	金菜
" Japan, "	40	金菜
Okraes, "	100	金菜
Parley, English, bundle	10	金菜
Potatoes, Sweet, catty	20	金菜
" Shanghai, "	—	金菜
" Japan, "	30	金菜
" American, "	30	金菜
" Fookchow, "	30	金菜
" Macao, "	20	金菜
Pumpkin, "	20	金菜
Papaw, "	20	金菜
Radish, "	20	金菜
Rice, best quality, per picul	\$4.50	金菜
" Common, "	\$4.70	金菜
Shalots, catty	50	金菜
Spinage, (Chinese), "	30	金菜
Spinage, "	40	金菜
Snake Gourd, "	40	金菜
Tomatoes, "	40	金菜
Taro, "	30	金菜
Turnips, Fung, (Long), "	30	金菜
Vegetable Marrow, (Long), "	30	金菜
Water Cress, "	40	金菜

HONGKONG A FREE PORT.

THE HARBOUR MASTER ON THE LIGHT HOUSE QUESTION.

Commander Rumsey's annual report as Harbour Master was laid before the Legislative Council on Monday. On the interesting topic of light dues, Commander Rumsey writes:—

"The subject of light dues has occupied some attention recently and has elicited statements and arguments the basis of which is found in the phrase 'Freedom of the Port.'"

But even those from whom this phrase falls most glibly have not attempted to explain precisely what meaning they attach to it. Hongkong is described by them as a 'Free Port,' and the Government is anathematized for destroying its freedom, yet there has been no proposal on the part of the Government to alter in principle the condition of things which has existed for the last quarter of a century.

A 'Free Port' in the general acceptance of the term is, I venture to assert, a port where there is no Custom House and where goods are free from Custom duties and control. Also in some cases it is applied to ports where ships are free and not subject to charges such as Light Dues, Tonnage Dues, &c. There is no Custom House at Hongkong and goods are free, but for the last 26 years European shipping has been subject to a charge for light dues, and for 30 years native craft have been subject to port charges.

But it is now contended that here in Hongkong 'Freedom of the port' must include both of these exemptions and that without 'Free Ships' as well as 'Free Goods' there is no 'Free Port,' a condition which, so far as I have been able to discover, is not supported by precedent in any port of importance in any part of the world.

Reference has also been made by way of argument to a 'Free Port' proclamation issued in 1842 when in the words of the motto, 'Hongkong was a barren rock, the abode of a few fishermen and pirates' and when as yet the treaty by which it became a British possession had not been ratified.

Hongkong, we are told, has arrived at its present state of prosperity through being a 'Free Port' since 1842. Hongkong has not been a 'Free Port' within the apparent meaning of those who advance this statement, for from the 1st January, 1867, a charge was levied on all native craft trading to the Port which charge has continued up to the present time. In 1875 Light Dues were first imposed on European shipping.

The prosperity of Hongkong in 1867 (when charges were first levied on native craft) was represented by a European tonnage entry of 1,194,826 tons and a junk entry of 1,397,702 tons, making a total of 2,592,528 tons.

In 1875, when European shipping was first taxed by the imposition of light dues, the total entry had increased to 3,562,774 tons.

In 1890, when the rate of light dues was increased to 2s. a ton, the tonnage entry had reached 6,686,994 tons, and last year it was 8,051,058 tons.

Thus the prosperity of Hongkong has increased from an entry of 2½ million tons to an entry of 8 million tons during 30 years of taxation, and it is not a fact which completely surprises the assertion that its prosperity is due to its being a 'Free Port' from a shipping point of view.

Also it is asserted that Hongkong can only maintain its prosperity through continuing to be a 'Free Port,' yet it must be clear that it cannot continue to be a 'Free Port,' if it has not hitherto existed in that condition.

In short, it is or it is not a 'Free Port.' If it is present condition is one of freedom, I say there is no proposal to alter that condition. If it is not a 'Free Port' then why apply the term to it?

It has also been asserted that the imposition of any tax on shipping will have the result of preventing ships coming to the port.

I have already shown that this assertion is not borne out by our previous experience, but, after all, it is only an assertion, to support which not one title of evidence or argument is offered.

From the opinion also which has been freely stated, that the entry of this large amount of tonnage has been the cause of Hongkong's prosperity, I take leave to differ, holding rather that it is the result thereof, the cause being found in the geographical position of the port as a shipping centre, and the stability and general prosperity of trade in the East.

It is a fact which there is a competition of over increasing keenness. But however this may be, there remains the fact which can hardly be disputed but which seems likely to be lost sight of, namely that ships come here, as they go elsewhere, solely for their own benefit and not with the object of benefiting Hongkong; so long therefore as benefits accrue to ships from the use of our waters, whether on account of their geographical position, or from any other cause, so long will ships continue to come, and the measure of these benefits, I am convinced, will not be found in a tax, even exceeding the present one of 2½ cents a ton, which represents the paltry sum of £7 for a ship of 8,000 tons, a charge which makes Hongkong, in addition to its many other advantages, compare favourably as to its charges with almost any port in the world.

W. ROBINSON & CO., Piano and Musical Instrument specialists and experts. Workshops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

First Preacher—Doing much in the wedding trade now! Second Preacher—Yes; business is good. People getting married this year who never got married before.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

3rd to 6th June.

High Water.

Low Water.

High Water.

Low Water.

High Water.

Low Water.

High Water.

Low Water.

THE AMATEUR GOLF CHAMPIONSHIP.

SHIP.

On the 30th April, at Muirfield, near Edinburgh, Messrs. Robb (St. Andrew's) and Allan (Edinburgh University) decided the final of the above Championship.

Both competitors are young golfers with purely local fame previous to the present competition. Commencing the first round Allan got three holes lead, but as the game progressed the St. Andrew's representative improved considerably. He placed beautifully, and at the close of the first round Allan's lead had been reduced to one. Upon starting for the second round, Allan increased his lead at the first green. Robb was unfortunate in some of his strokes, which had the means of giving his opponent more confidence, and, playing a nice easy game, Allan had a lead of four even, and at the turn Allan was three up.

An extraordinary occurrence happened at the eleventh hole, Allan's ball being lifted by Robb's caddy. Allan kept his lead to the finish, and won by 4 and 2 to play.

THE KUREKA AND QUEEN MINES.

We have received from Messrs. John D. Humphreys and Son, the General Managers, the following reports received by the Manager yesterday:—

OLIVER'S FREEHOLD MINES, LIMITED.

Mount Macdonald, 7th May, 1897.

Enclosed find a report on the progress of the work on the Kureka and Queen Mines, since our last report on 30th ult. work has been progressing satisfactorily at both levels. At the 200 feet level the north drive has been extended 7 feet, making a total of 63 feet on the reef. The reef is 6 feet wide and still shows good gold, better, if anything, than the last report.

One or two specimens of stone have the gold 'peppered' throughout. At the South drive 6 feet has been driven making a total of 43 feet, with the reef still 5 feet wide, and it is also the same width in the slope at the back of the drive. At the 180 feet level the mine to connect with the bottom is now down 27 feet and the reef still 5 feet wide, and showing good gold.

The workings at both levels are in first class order. The rise to connect with the old workings, now up 32 feet with the reef two feet wide and of fair quality. From the size of the reef here (2 ft.) and at the 180 feet level (32 ft. lower), 5 feet, you will see how it widens out in the depth, besides improving in quality.

We crushed 130 tons for a yield of 137 ozs. 14 dwts. (duplicate of culture same enclosed), a very satisfactory result. Crushing will be started again on the 10th inst., for which we have at present about 80 tons ready besides hauling stone all the time.

The shoots at the battery are full now ready for Monday. There is just enough water in the mine to be useful for the dam; it only needs bailing from the bottom of the shaft about every 14 hours. Machinery, &c., is in good working order and everything generally going on most satisfactorily.

p. pro JOHN D. HUMPHREYS & SON, C. J. WILLIAMS.

THE NEW BALMORAL GOLD MINING CO., LIMITED.

Mount Macdonald, 7th May, 1897.

Queen Mine.—The contractors have now sunk a distance of 23 feet, making the shaft now a depth of 234 feet from the surface.

Since last report the ground has become more favourable for sinking, so that for the week better progress has been made with the work. The contractors are working three shifts, two men in each.

Prospecting Shaft.—We have logged up an additional 4 feet at the base, and re-fixed the windlass. The bottom of the shaft 100 feet from the surface has been levelled off and a drive started west to intersect the reef, which we hope to meet within a few feet. The ground is intersected with veins of quartz, the whole being highly mineralized, and one small vein shows gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have laid a tribute on one of the Balmorals, above the battery, but the ground is so hard, and the tribute very small, so that though good gold shows, it will take at least 3 tons to the ton to pay them. Our royalty runs up to 15 per cent on the gross yield, according to the result per ton, as well as meaning doing prospecting for gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have laid a tribute on one of the Balmorals, above the battery, but the ground is so hard, and the tribute very small, so that though good gold shows, it will take at least 3 tons to the ton to pay them. Our royalty runs up to 15 per cent on the gross yield, according to the result per ton, as well as meaning doing prospecting for gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have laid a tribute on one of the Balmorals, above the battery, but the ground is so hard, and the tribute very small, so that though good gold shows, it will take at least 3 tons to the ton to pay them. Our royalty runs up to 15 per cent on the gross yield, according to the result per ton, as well as meaning doing prospecting for gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have laid a tribute on one of the Balmorals, above the battery, but the ground is so hard, and the tribute very small, so that though good gold shows, it will take at least 3 tons to the ton to pay them. Our royalty runs up to 15 per cent on the gross yield, according to the result per ton, as well as meaning doing prospecting for gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have laid a tribute on one of the Balmorals, above the battery, but the ground is so hard, and the tribute very small, so that though good gold shows, it will take at least 3 tons to the ton to pay them. Our royalty runs up to 15 per cent on the gross yield, according to the result per ton, as well as meaning doing prospecting for gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

Tribute.—We have laid a tribute on one of the Balmorals, above the battery, but the ground is so hard, and the tribute very small, so that though good gold shows, it will take at least 3 tons to the ton to pay them. Our royalty runs up to 15 per cent on the gross yield, according to the result per ton, as well as meaning doing prospecting for gold.

Engine and House.—The boiler is now being built in and will be finished shortly, when the house will be completed. It is now in a splendid position, about 60 feet away from the shaft.

